

**ALASKA INDUSTRY COUNCIL MEETING
MINUTES
August 12, 2009**

The Alaska Industry Council met at the Alaska DOT/PF Building on August 12, 2009, at 8:00 A.M.

The following agenda items were presented:

Introductions	Round Table
Opening Remarks	Jere Hayslett, FAA
AWOS Brief	Doc Richardson, FAA
Flight Standards Reorg.	George Kobelnyk, FAA
Technical Update	Wes Mooty, FAA
Operational Update	Jim Hill, FAA
SBS Outreach Update	Kelley Erickson-Felter, FAA Contractor
Information Sharing	All
Industry Feedback (Round Table)	All

Opening Remarks – Jere Hayslett

Jere Hayslett opened and chaired the meeting. Jere reported that all four of the Key Sites for ADS-B are on schedule at this time.

The SE Safety Report was released at the end of August. The report found that through the end of FY2008, the cumulative accident rate for Capstone-equipped operations was approximately **36 percent** less than that for non-equipped aircraft.

AWOS Brief- Doc Richardson

Doc Richardson briefed the Council with regard to the FAA building a business case for AWOS throughout the State of Alaska. Doc emphasized that the FAA's goal was to build a business case for AWOS using the FAA's Collaborative Decision Making Process. Using this process, representatives of the joint FAA/industry program known as Collaborative Decision Making (CDM), evaluate safety benefits of the program within the National Airspace System (NAS). The three essential elements of aviation infrastructure for CDM are communication, aircraft position and weather.

The Business Case for Automated Weather will involve the following criteria:

- Start with the SBS automated weather planned sites

- Validate the benefit/cost formula for the sites that now rely on equipage
- Look at impact at IFR airports without weather
- Look at future IFR airport without weather
- Assess impact on minima at airports that use an alternate altimeter source

The Alaska Industry Council is a potential source to gather the impact on Alaska Aviation Benefit Cost (B/C). Methodology will be as follows:

- Economic model to capture the benefit to the potential change at that location
- Divide that benefit by the total cost at that location
- If B/C is 1.0 or greater, the benefit is at least as great as the cost, if not better

Next Steps:

- Are the Flight Plan Goals' Strategic Steps to implementation going to achieve the goals?
- Where is the greatest need?
- Where is the deepest economic impact?
- Does the benefit-cost ratio and the elements used to calculate the benefit, account for all of the benefits?

Doc ended his brief by asking the Council to remember the following three things:

- Business Case to justify automated weather at Alaska IFR airports with an approved methodology
- Fully integrated approach within the FAA and with industry
- Industry Council is integral to getting the data to calculate the benefit

Flight Standards Reorganization – George Kobelnyk

The Flight Standards senior management team met April 15-16, 2009 to discuss the need for additional space. The need for the space gave Flight Standards the opportunity to improve aviation safety through reorganization. The team reviewed detailed accident and risk data and concluded that:

- Combined 121/135 certificates posed the greatest risk exposure in commercial aviation
- General aviation accidents were still concentrated in the Anchorage Bowl

The reorganization will establish a Part 121 ATOS Certificate Management Office (CMO) for the entire state of Alaska which will be located in Anchorage with one remotely-sited unit in Fairbanks that will eventually attrite to Anchorage. The FAASTeam will move out of the Regional Office and co-locate with the ANC FSDO. The new AAL-220, the NextGen Branch, will be located within the remaining space in the Regional Office in the Federal Building.

As a result of the reorganization Flight Standards is adding 11 more people to the field this FY and probably more in FY10 & FY11.

- AAL-220, the Next Gen Branch, is being reinstated, which adds another 5-7 people
- Part 121 operators in Fairbanks continue to move their operations to Anchorage
- National guidance to reduce the supervisor to employee ratio adds 5 new supervisors

The Public will see little change in Flight Standards services due to the move and reorg.

- The CMO and the ANC FSDO will share a reception area so walk-ins will see no difference
- No change in assigned principals until a position is vacated
- The only exception is that companies with Part 121/135 certificates will have dedicated Part 135 principals assigned in addition to their Part 121 principals
- The FAASTeam will remain in the Federal Building until space is available

The positions for Flight Standards management staff under the reorganization is as follows:

- Bob Christensen has been selected as the CMO Manager
- George Kobelnyk remains the ANC FSDO Manager
- Clint Wease stays the FAI FSDO Manager
- David Karalunas remains the FAASTeam Manager
- Rick Girard will be the AAL-220 Next Gen Branch Manager

Technical Update- Wes Mooty

Wes Mooty provided the following Infrastructure update:

Automated Weather Observation Systems (AWOS)

FY '08 Activities – Commissioning (6 Completed)

- Shungnak:
 - Comm Link install this week
 - Commissioning planned for end of Sep '09
- Barter Island:
 - Plants install wrap up this week
 - Electronics completion in Aug
 - Commissioning planned for end of Sep '09

FY '09 Activities

- Site Prep Phase
 - Brevig Mission – Awaiting BLDG Permit and Power resolution
 - White Mountain – Awaiting River level to rise, inspecting skid options
 - Noorvik – Plants underway, electronics in AUG, JAI early Sep
 - Shaktoolik - Plants completed, electronics underway, JAI early Sep
- Engineering/Planning Phase
 - Elim – Survey pending

Juneau WAM Status

FY'09 Sites

- Williams Mountain
 - Site prep is complete
 - Tower placement proceeding
 - Building expected first week of Sep
- Lynns Intersection
 - Site prep is complete
 - Tower is in place
 - Building expected first week of Sep

Alaska ADS-B Essential Services

- Legacy GBT Installations
 - Sunnahae Mountain JAI – Commissioned 03 AUG
- Deployment of ITT Radio Stations
 - Service will replace Legacy systems
 - Service will include TIS-B where radar data is available
 - Transition Plan is being formulated
 - New installs for FY '10
 - Williams Mountain
 - Kivalina - Point Hope
 - Selawik - Savoonga
 - Shishmaref - Elim
- Legacy GBT Replacement with ITT Radio Stations
 - Replacements to be completed in FY '10
 - Sisters Island
 - Gustavus
 - Lena Point (Juneau)
 - Nome
 - Kotzebue
 - Murphy Dome
 - Cantwell

Operational Update – Jim Hill

Jim briefed the following topics:

Legacy Expansion of Critical Services

- Briefing Western Service Center on Implementation Strategy

WAM Operations

- MEARTS Modification Complete
- Validation Flight to be completed

Performance Based Navigation

- MEARTS Ready
- NOTAM Required

ADS- B Implementation and Avionics Outreach Efforts – Kelley Erickson-Felter

Kelley presented the following information with regard to ADS-B outreach efforts by the SBS WSA office:

- Program Overview/ Status Briefings
 - ERA Helicopters - 3/20
ConocoPhillips
Shell
Chevron
 - Penair - 5/1

- Era Aviation - 6/9
 - Hageland Aviation - 7/7
 - Prism Helicopters - 7/8
 - Flight Alaska - 7/9
 - Alaska Air Transit - 7/9
 - Grant Aviation – 7/23
- Business Case meetings
 - PenAir – 7/21
 - Hageland Aviation – 7/21
 - Alaska Air Transit – 7/21
 - Frontier Aviation and Era Aviation - 7/22
 - Grant Aviation – 7/23
 - Alaska Agreement Implementation Committee – 7/23